

MINUTES
BROWN COUNTY PLANNING COMMISSION
BOARD OF DIRECTORS
Wednesday, April 7, 2021 - 6:30 pm
Brown County Public Works Department
2198 Glendale Ave., Green Bay

Note: Due to the COVID-19 pandemic, the meeting was held with an in-person or virtual attendance option for commissioners, staff, and the general public.

ROLL CALL (Attendance recorded as I = In-Person, V = Virtual (video and sound), and P = Phone only:

ROLL CALL:

Paul Blindauer	V	Matthew Harris	V	Jonathon LeRoy	V
Brian Brock	V	Phil Hilgenberg	V	Dan Lindstrom	V
Devon Coenen	I	Pat Hopkins	I	Gary Pahl	I
Norbert Dantine, Jr.	I	Elizabeth Hudak	V	Dan Segerstrom	EXC
Steve Deneys	I	Emily Jacobson	V	Glen Severson	V
Dean Erikson		Dotty Juengst	V	Ray Suennen	I
Steve Gander		Dave Kaster	I	Mark Thomson	EXC
Mike Goral	I	Patty Kiewiz	V	Matthew Woicek	EXC
Steve Grenier		Joy Koomen			
Mark Handeland	V	Jay Krueger	V		

Others Present: Stacey Belleau (V), Lisa Conard (I), Sarah Radant (V), and Cole Runge (I).

1. Welcome Steve Deneys, representative for the Towns of Scott and Pittsfield, Mike Goral, representative for the Towns of Eaton and New Denmark, and Dan Segerstrom, representative for the Villages of Denmark, Pulaski and Wrightstown to the Planning Commission.

N. Dantine welcomed new members.

2. Approval of the minutes of the February 3, 2021 regular meeting of the Brown County Planning Commission Board of Directors.

A motion was made by G. Pahl, seconded by P. Hopkins, to approve the minutes of the February 3, 2021 regular meeting of the Brown County Planning Commission Board of Directors. Motion carried.

3. Receive and place on file the draft minutes of the March 8, 2021 meeting of the Transportation Coordinating Committee (TCC).

A motion was made by D. Kaster, seconded by P. Hopkins, to receive and place on file the draft minutes of the March 8, 2021 meeting of the Transportation Coordinating Committee (TCC). Motion carried.

4. Discussion and action on the Draft Major Amendment #2 to the 2021-2024 Transportation Improvement Program (TIP) for the Green Bay Urbanized Area.

L. Conard noted as detailed in the staff report, the MPO is required to issue an amendment to the *Transportation Improvement Program (TIP)* when any programming or funding changes related to the urbanized area's federally funded road, highway, and public transit projects are proposed.

WisDOT staff has requested that the Brown County Planning Commission Board of Directors amend the current TIP to reflect the addition of design work for the I-41 Expansion Project.

L. Conard continued that the project includes design work for the reconstruction of 23 miles of I-41 from Scheuring Road in De Pere to STH 96 in Appleton. The project will seek to improve congestion, safety,

surface condition, and geometrics. The design work is scheduled for 2021 and 2022 at an estimated cost of \$4,200,000.

MPO staff completed the necessary public review process and recommends approval.

D. Kaster asked about recent work on this segment of I-41.

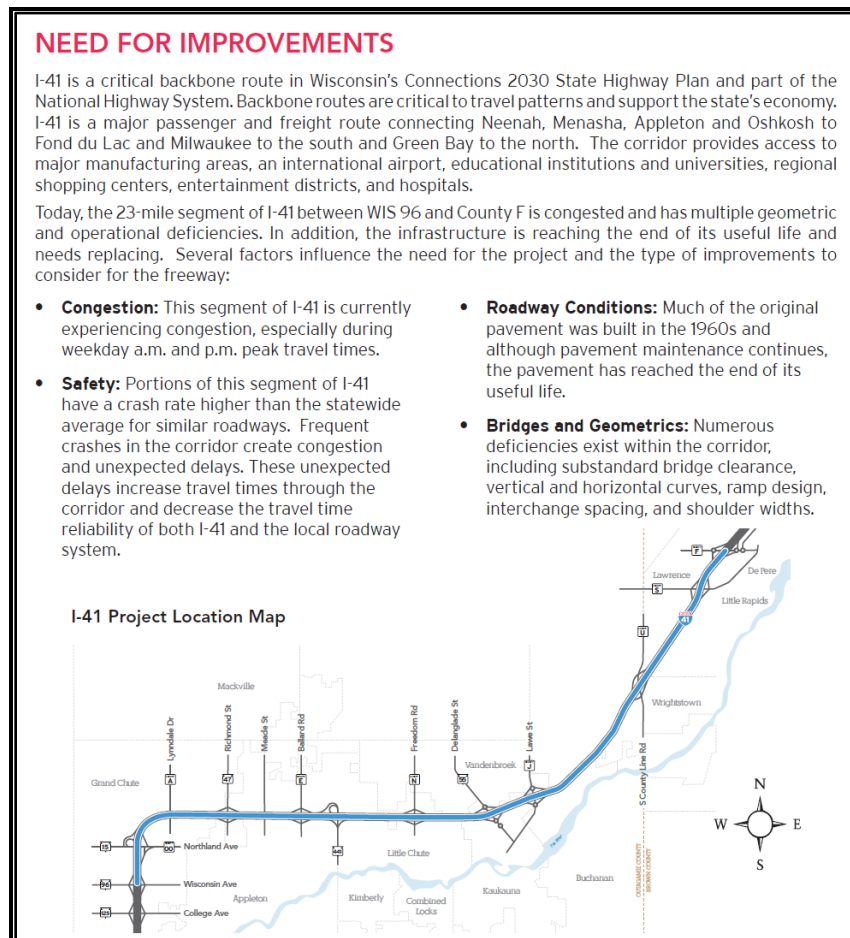
C. Runge acknowledged this work noting that several improvements were made to the freeway in advance of being designated as an Interstate. This work included shoulder widening and work on select interchanges. The requirements for Interstate designation are more stringent than that of US Highways. The project in the amendment is design for widening of I-41 by one lane in each direction. It also includes a new interchange at Southbridge Road.

D. Kaster noted the letter received during the public review and comment period and the relationship to the project.

L. Conard noted that the individual had questions about whether the MPO was in compliance with the Americans with Disabilities Act. L. Conard noted that, as an agency, the MPO is in compliance with all applicable federal laws as detailed in Appendix E.

B. Brock confirmed C. Runge's comments regarding recent improvements to I-41 and noted that maintenance work also occurred.

B. Brock referenced the project justification page in the staff report.



B. Brock noted that the project team will conduct extensive public outreach and it is anticipated that a public meeting will be held in the near future.

A motion was made by G. Pahl, seconded by D. Coenen to approve the Draft Major Amendment #2 to the 2021-2024 Transportation Improvement Program (TIP) for the Green Bay Urbanized Area. Motion carried by a vote of 21-0.

5. Discussion and action regarding \$29,284 in Federal Section 5310 Program funds made available to the Green Bay Metropolitan Planning Organization (MPO) from the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) and funding awards.

L. Conard stated that Federal Section 5310 provides funding for transportation-related services and equipment that assist seniors and people with disabilities. The MPO is designated with project approval authority for the Green Bay Urbanized Area.

On December 27th the Coronavirus Response and Relief Supplemental Appropriations Act, which included Section 5310 supplemental appropriations for COVID-19 relief, was signed into law.

L. Conard continued that after administrative fees, the MPO will be able to award \$29,284 to projects that demonstrate a strong relationship to the Coronavirus. MPO staff issued a request for projects and one application was received.

Green Bay Metro is requesting funds to offset the cost of three Quantum automatic wheelchair securement stations to be installed on three fixed route buses.

L. Conard noted that the automatic wheelchair securement device allows passengers to secure their wheelchair themselves with a touch of a button and without the help of the driver, eliminating the close contact that is required with traditional securement systems.

Since the project is beneficial to people with disabilities and demonstrates a strong relationship to the Coronavirus, the Transportation Coordinating Committee, which met on March 8, made a recommendation to the BCPC Board for approval.

C. Runge played a 39 second video demonstrating the use of a Quantum securement station.

A motion was made by P. Hopkins, seconded by P. Blindauer to approve \$29,284 in Federal Section 5310 funds to offset the cost of three Quantum automatic wheelchair securement stations to be installed on three Green Bay Metro fixed route buses.

L. Conard informed the BCPC Board that the most recent stimulus act, American Rescue Plan Act or ARPA, has made available the same amount or \$29,284 to the Green Bay Urbanized Area and staff will be bringing this to the BCPC Board for action (tentatively scheduled for August).

6. Brown County Planning Commission staff updates on work activities during the month of February and March 2021.

A motion was made by P. Kiewiz, seconded by D. Coenen, to receive and place on file the staff updates on work activities during the months of February and March 2021. Motion carried.

7. Planning Directors Report.

C. Runge noted that Dan Teaters resigned from the planning commission and has accepted the job of Zoning Administrator for the Town of Ledgeview. C. Runge stated that the process of filling the position went very quickly. Interviews have been conducted and an individual has accepted the position and will start on April 19.

C. Runge stated that D. Teaters' Environmentally Sensitive Area (ESA) and Sewer Service Area (SSA) duties have been assigned permanently to Devin Yoder, Senior Planner.

C. Runge has been handling D. Teaters' land division responsibilities, and this will continue until the new Senior Planner starts on April 19.

D. Yoder will be in charge of the update to the Brown County Sewage Plan Update. The first steering committee meeting is scheduled for next week.

The new Senior Planner will be updating the Brown County Subdivision Ordinance (Chapter 21), and that process will begin in July.

C. Runge noted that the department is currently recruiting a Senior Transportation Planner and interviews have been scheduled.

N. Dantine asked C. Runge to provide a brief history and update on the status of the STH 29/CTH VV Interchange and South Bridge Connector projects as there are several new planning commission members.

C. Runge provided the history of the conversion of STH 29 as an expressway to a freeway. The last piece, which is the construction of the interchange at STH 29 and CTH VV, is underway.

Brown County applied for a very competitive federal discretionary grant for the STH 29/CTH VV project, and the project was awarded nearly \$20 million.

R. Suennen suggested that WisDOT did not offer up as much state money for the project as they have done for other projects.

C. Runge noted that project is able to move forward because WisDOT has been willing to take on the heavy administrative burden associated with the project, which is something Brown County does not have the staff to do. WisDOT's staff contribution has been significant. The project is scheduled to be completed in the fall of 2022.

C. Runge provided a history of the South Bridge Connector project noting that it first appeared in county plans in the 1960s. C. Runge continued that after many years of study and the completion of a Tier 1 Environmental Impact Statement (EIS), the Record of Decision (ROD) was signed in October of 2020, which, per agreement with WisDOT, will allow a new Interchange at I-41 and Southbridge Road to be included in WisDOT's I-41 expansion project.

C. Runge stated that the project will likely be built in five segments. Section one includes the section from Packerland Drive to Lawrence Drive, and it includes the new interchange at I-41.

D. Lindstrom asked about membership for the steering committee for the sewer service area plan.

C. Runge noted that staff will be putting together the plan on behalf of the Wisconsin Department of Natural Resources (DNR). The DNR delegates Brown County to write the plan and carry out code enforcement administration.

Communities included on the committee include those that are partially in/partially out of the sewer service area (SSA). Communities such as De Pere and Green Bay that are already completely within the SSA do not have representation on the committee. Everyone is welcome to attend the committee meetings as they are open to the public. Staff will also update the planning commission throughout the development of the plan.

P. Blindauer stated he saw on the news that high-speed passenger rail could be coming to Green Bay and stated he supports that effort.

C. Runge noted that approved MPO plans, including the long-range plan, endorse the development of high-speed passenger rail if found to be feasible.

R. Suennen mentioned the need for parking at the train station and the need for transportation to your final destination once you reach the terminal (first and last mile issue).

Discussion regarding the convenience and affordability of the Hiawatha rail service between Milwaukee and Chicago occurred.

P. Blindauer stated he would use such service as this would allow him the ability to work on the train for 3 or 4 hours each way.

G. Pahl asked if anyone knows how many people travel between Green Bay and Milwaukee each day.

C. Runge stated that information is not known.

P. Kiewiz noted that the Transportation Center is a hub for private intercity bus operators. Multiple buses leave the center each day and travel to Milwaukee. P. Kiewiz estimates that 20-30 people each day use the service.

8. Other matters.

None.

9. Adjourn.

A motion was made by G. Pahl, seconded by M. Goral, to adjourn. Motion carried.

The meeting adjourned at 7:16 p.m.